

TRACERY WOULD AID RACING IN U. S.

It is to be regretted that August Belmont has seen fit to keep his great thoroughbred stallion, Tracery, in England.

America could have used him to advantage. When racing was all but killed in New York, hundreds of stallions and mares were sold out of the country and saved for the return of Uncle Peter, Pan, Colin and a few other performers on the turf, little, if anything, has been done to rehabilitate the breeding farms, the horses in the meantime which have been retired from active campaigning in the general run not being noteworthy, the exceptions we recall off-hand being Uncle and Fair Play. The latter has placed the stamp of success on his first progeny, but there is a prevailing opinion that Tracery would look better in his place at Mr. Belmont's Nursery Stud at Lexington, Kentucky.

Tracery is an exceptional horse; in England they regard him as qualified to take his place alongside the greatest thoroughbreds Great Britain has seen in a score of years. Coming as he does from an excellent line, one which produces winners with each successive generation, and these an improvement one over the other, Tracery would go a long way with the opportunities which Nursery and the best of outside studs would afford to assist in the much desired rehabilitation of the American thoroughbred. Since racing seems destined to enjoy another period of activity, what is most needed is high-class horses. We will breed good ones from what our breeding farms have to offer in the way of blood lines, but one stallion like Tracery would do more to accomplish results than all the others—Peter Pan, Colin, Uncle and a few others just making a mark—excepted, this provided Tracery turns out to be a success as a stud proposition on which score Englishmen have no doubt, judging by the demand for the services of Mr. Belmont's great horse, whose book for the first season already is filled and at the remarkable fee of \$2,500, the greatest fee ever paid for an untried stallion's services in England or in any other country.

Christmas Gifts

We have the most complete line of Christmas toys in the city. Come and let us show you our stock. Also several barrels of the excellent Forge Farm Genetian Apples, extra fine in flavor. Don't fail to look over our stock of fancy groceries before you bake your Christmas cakes.

The Variety Store, 23-3t
McCormick & Wright.

The Christmas gift your wife will like. She just can't help liking a handsome chair or table
23-2t. C. W. Harris

FORMER RESIDENT VISITS OLD HOME.

Mr. I. N. Birch of Rushville, Ind., who lived near Spencer this county for several years is here visiting relatives and friends. Mr. Birch lost his wife November 8th, after an illness of about a year. This will be sad news to many friends in this neighborhood. Mr. Birch reports that land around Rushville is selling for from \$250.00 to \$300.00 per acre and that he does not believe any land can be bought in Rush county for less than \$150.00 per acre. The soil is especially adapted for corn raising and thousands of hogs are raised. The Indiana stock man usually comes to Kentucky for his cattle. Farm labor costs from \$1.00 to \$1.50 per day. The past year has been a very prosperous one for the farmers of his section. Mr. Birch will spend about ten days here.

Bryan & Robinson open nights

LINEN SHOWER

On Saturday afternoon at her beautiful suburban home on the Winchester road, Miss Cora Little, delightfully entertained with a linen shower for Miss Lyda Faulkner, bride elect of Bennett Hughes.

The halls, library and parlor were beautifully decorated in Xmas colors, ferns, palms and honeysuckle.

A number of friends assembled to welcome the bride-to-be and enjoyed the hospitality of the lovely young hostess. At the appropriate time the guests entered the library with Miss Faulkner where the gifts were showered upon her from a hoop over the arch-way. After the beautiful linen pieces were graciously received and duly praised and complimented by all present, the guests were invited into the dining room where an elegant course luncheon was served. The dining room was decorated in honeysuckle and narcissus, the principal feature being the table which had for a center-piece a large rainbow arching over silver and cut glass candelabras. At each end of the rainbow, honeysuckle and narcissus were banked and little pots of gold turned over among the flowers.

The place cards were celluloid with hand painted rainbows, and bright new pennies tied at the lower corner with gold card. The favors were small leather-back books containing poems from favorite authors.

After drinking toasts to the lovely guest of honor and wishing her joy and happiness and more sunshine than rain through the fifty years of her golden wedding day, the guests took their departure. Receiving were Miss Little, Miss Faulkner and Miss Jessie Louise Hughes, of Winchester. Assisting were Mrs. E. R. Little and Mrs. John Greenwade.

MILD WINTER ALWAYS FOLLOW A DROUGHT.

The unusual mild and open winter following the drought of last summer calls to mind to many weather observers that a mild winter and a big crop year have always followed a drought. Following the great drought of 1854 fires were not required more than half the days of the winter and the people sat out doors in January and February. Following the drought of 1881 the winter was so mild that no ice was gathered. Flowers were in bloom in January and in February the peach trees were in full bloom and it never got cold enough to kill the crop. Farmers pastured all the winter and the crops of 1882 were the largest ever raised in many counties. This winter following the drought of last summer is starting off like the winter of 81-82 and people are predicting another open winter with little or no cold weather.

Candies and Nuts

The best candy in town, fresh direct from the factory, only 10c a lb. A large assortment to select from. All kinds of nuts at the lowest price.
23-3t The Fair.

Colored Man's Residence Burns.

The frame residence belonging to Ben Hamilton, colored, was burned to the ground on Spencer pike Tuesday night, destroying the house and all contents. Hamilton's wife, who had been operated on, was carried out of the burning building. The loss will be about \$1,200, partially covered by insurance.

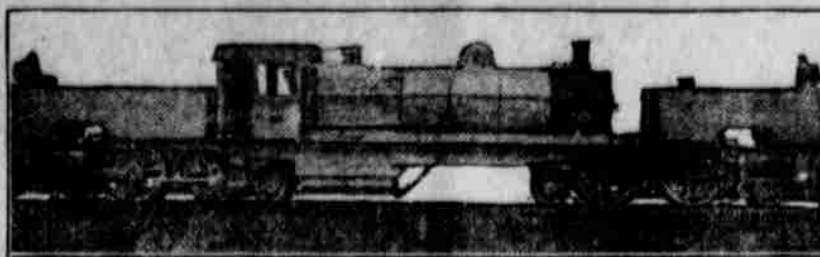
LAND DEAL.

E. R. Wade, of near Wade's Mill, Clark county has bought of Jno. Swope, of Montgomery county his farm of 24 acres for \$1,000 and other considerations. Possession given March first.

For Sale.

House and lot on North Sycamore street. J. W. Jones. tf.

LOCOMOTIVE FOR TASMANIA



Garratt Locomotive for the Tasmanian Railways.

The above illustration shows a British locomotive of the Garratt type built for the Tasmanian government railways—the largest, so far, in that country. The boiler and firebox are

in the center. The cylinders are mounted on separate carriages—front and rear—which also carry the coal and water.—This has been found to be most effective.—Popular Mechanics.

IMPOSSIBLE TO AVOID

ACCIDENTS ON RAILROADS WILL ALWAYS BE.

When One Considers What the Operation of the Vast Network of Lines Means That Fact Will Be Understood.

Ten thousand, one hundred and eighty-five persons were killed in accidents involving train operations upon steam railroads in the United States in the year ending June 30, 1912. Seventy-seven thousand one hundred and seventy-five were injured.

Place a railroad map of the United States before you; trace the black lines that represent the 200 and odd million miles of railroads, as they move from state to state, across mighty rivers, over mountain ranges, skirting the shores of great lakes, criss-crossing, weaving together linking in one vast chain the cities from coast to coast. Imagine this great network of tracks peopled by an army of 1,500,000 employees, engaged in the operation of trains; imagine the equipment that the \$16,000,000,000 investment represents; picture the 9,000,000 of passengers and the 1,500,000,000 tons of freight carried annually by the railroads. If you are able to grasp the picture of what these figures mean, you may realize the proportions that the railroad business has assumed.

Never in their wildest fancy could the early projectors have surmised the railroad business of today. Great feats of engineering have accomplished the seemingly impossible, and through arid deserts, across towering ranges and great bodies of water, steel rails have been laid, now clinging to the rock-hewn side of a mountain, now tunneling through its base, spanning bridges of steel, or deep down, through tubes, going beneath the water.

It was in the early '60s that the great activity in railroad building began. Ground for the Central Pacific had been broken in 1863 and the Union Pacific was pushing on from Omaha, to form, when their tracks should meet, the great gateway to the Pacific coast.

It was these achievements which gave the impetus to the building of new lines. With the increasing trackage, equipment and business came the necessity for some sort of training or discipline to increase efficiency and take the place of the loose methods then in force.

The telegraph which had come into use upon the Erie in 1851 for the dispatching of trains, brought with it many new rules and conditions. Promotions in all grades were greatly the matter of favoritism. An engineer of 1870 confessed that he "knew no more than a child how the steam got in or out of the cylinder; it seemed to push mighty hard; that's all he knew about it."

It was these conditions that the early managers had to face and it has been only in the last 15 or 20 years that the training of the railroad man has reached anywhere near perfection.

To judge what the result of this training has been, we are obliged to resort to the figures compiled of accidents resulting from collisions and derailments during the year ending June 30, 1912. The interstate commerce commission report gives these as 13,698; of this number 3,847 accidents were due to defect of equipment and 1,877 due to defect of roadway, leaving 7,974 accidents unclassified. It is to be presumed that these were due to error of employees, and from them a more correct idea of the railroad man's efficiency can be obtained than from regarding the number of casualties, which represent the results of error or defect, only. In fact, the totals of the list are in a great measure pure luck, mitigated somewhat by the introduction of modern equipment.—Pennsylvania Grit.

Peevish Passenger.

It was on an East Texas train. The little coffee pot of an engine, having wheezed laboriously over serpentine rails, jolted to a restful stop at no place in particular. Time passed tediously. Some of the passengers stalked nervously up and down the aisles while others drew their felt hats down over their eyes and tried to forget it. When a half hour had elapsed, the conductor came through.

"Say, friend," said a querulous voiced old man, "as near as you can tell, what's holdin' us?"

"We're taking on water," was the explanation.

"Well, why don't you git another teampon? That un seems to leak something dreadful!"—Pulitzer's Magazine.

ECONOMY IN EVERY LINE

Railroads Utilize Everything That Is of the Slightest Possible Value.

All the sawdust that accumulates in the various shows of a railroad system is carefully saved. What is needed is used for packing ice for shipment and the rest is burned in the furnaces in the shops, thus cutting down the coal bills. In one large shop alone the sawdust and shavings exceed a carload each day, so it makes no small item in the fuel bill of the shops.

Waste paper is one of the big items of savings for every company. In the general office the waste paper gathered up by the porters and baled amounts to about a ton each day or a carload a month, from this one station. There are other stations where the waste amounts to two or three tons a week. All the paper is saved and baled and then sold. Cars are sent over the system periodically to pick up these accumulations of waste paper. This includes the ordinary waste paper that everyone throws into the waste baskets and also the tons of old records that have become obsolete and are destroyed.

A few months ago a western railroad sent out a notice to all its employees asking them to use one additional inch of each lead pencil before it was thrown away and the company said that this would make a saving of \$4,000 a year to the company.

Too Late.

Two of the most impressive sights of a railroad grading camp are the marvelous alacrity of the men in responding to the call for dinner and their quickness in wrapping themselves around their grub. During construction of the new lines of the Louisville & Nashville in Kentucky an old farmer furnished one of the grading camps with vegetables. He often arrived at the camp at meal time, and was greatly impressed with the voracity of the men. When the call for dinner was given every man made a rush for the table and the food disappeared in double quick time.

One day a workman on his way to the table tripped on the root of a tree and fell. He lay all sprawled out, making no attempt to rise. The farmer in great concern rushed to him.

"Are you hurt, are you hurt?" he asked anxiously.

"No," answered the man.

"Well, why don't you get up and go to dinner?"

"No use," returned the other sadly, "it's too late now."

Record British Railroad Disaster.

The two worst railway disasters which ever occurred in the United Kingdom were the Tay Bridge disaster on December 28, 1879, when 74 lives were lost through the train and bridge being wrecked during a terrific storm, and the Armagh disaster on June 12, 1889, when two excursion trains collided at Killooney, resulting in 80 deaths and injuries to 400 other passengers. In the latter case the officials were charged with negligence. The Abergele disaster in 1867, on the L. & N. W. R. R., when the Irish mail collided with petroleum trucks and 33 people were killed; the accident at Shipton, near Oxford, in 1874, when a G. W. R. R. train ran over an embankment, resulting in 34 deaths and 70 injured; and the more recent Salisbury, Shrewsbury and Elliot Junction disasters are also among the worst this country has experienced.—London Mail.

Bridge Building Changes.

The remarkable growth of the automobile industry in the last few years has revolutionized bridge building on country roads, according to Stewart McDonald, vice-president of the Moon Motor Car company, who took an auto trip east recently. He said:

"In many places in the country where the roads are being worked, concrete culverts are being put in. At many points, too, where a year or two ago there were rickety wooden bridges on our recent trip we found substantial steel and iron structures. This development in bridges and culverts is a big factor in increasing the safety of roads to farmers as well as automobiles."

Railroad Wages in Europe.

Official German statistics show that the average yearly income of the railway maintenance workers in Baden is \$260; in Wurtemberg, \$250; in Bavaria, \$230; in Saxony, \$235; in Prussia, \$210.

Firing an Engine.

The ordinary locomotive fireman cannot put in the fire-box more than 5,000 or 6,000 pounds of coal per hour, and this is an important factor in determining future development of the engine.

Capital Stock - - - -	\$ 50,000.00
Surplus and Profits - -	25,000.00
Stockholders Liability -	50,000.00
Surplus to Depositors -	\$125,000.00

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